



# LAGONDA INSTRUCTION BOOK



**ASTON MARTIN**

**LAGONDA**

**Owners Instruction Book**





## ASTON MARTIN LAGONDA

The information contained in this booklet applies to a range of vehicles and not to a specific vehicle. For the specification of a particular vehicle Owners should consult their Distributor or an authorised Dealer. The Manufacturer, Aston Martin Lagonda (1975) Limited reserves the right to alter specifications with or without notice, and at such times and in such manner as is thought fit. Major as well as minor changes may be involved in accordance with the Manufacturer's policy of continued development.

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One copy of this booklet is provided with each car.

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## FOREWORD

The Aston Martin Lagonda car is designed to combine sustained high speed driving with rapid acceleration and positive control. New owners are advised, therefore, that the response of the car to the controls calls for decisive handling. Until a new owner has become thoroughly familiar with the car's high level of performance it is respectfully suggested that the car is driven with extra care. Once the response of the car has been assessed the owner will find that the car behaves impeccably and safely throughout its speed range.

The Aston Martin Lagonda must not be used to tow any form of trailer or another vehicle.

The consequences of any accident or any other damages to the car that arise, as a result of the car being improperly used in this way, will not be considered the responsibility of the Manufacturer, the Distributor or the Dealer from whom the car was purchased.

Right Hand (R.H.) and Left Hand (L.H.) references are relative to the driving position.





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## SPECIFICATIONS AND GENERAL DATA

### LICENSING

Car serial number  
(chassis/engine number)

Stamped onto brass plate  
riveted onto a wheel arch  
in the engine compartment

### ENGINE

Layout and number of  
cylinders

Firing order

90° V8  
1A, 1B, 4A, 2A, 2B, 3A,  
3B, 4B,  
A bank – right hand  
B bank – left hand

Bore

Stroke

Capacity

Compression ratio

Max Revs (intermittent)

Valve operation

100 mm (3.94 in)  
85 mm (3.35 in)  
5340 cc (326 cu. in)  
9.5:1  
6250 rpm  
Four overhead camshafts  
operating valves via  
hardened tappets with shim  
pad adjustment.  
Driven by twin two-stage  
Duplex chains with automatic  
and manual adjustment  
0.37 – 0.41 mm (0.014 –  
0.016 in)  
0.42 – 0.46 mm (0.016 –  
(0.018 in)

Tappet clearance inlet

exhaust

### CARBURATION

Type

Number of carbs.

Choke

Main jet

Air corrector

Idle jet

Float chamber level

Float needle

Weight of float

Weber, 42 DNCF 79/150  
Four  
36 mm  
1.40 mm  
2.00 mm  
0.55 mm  
49.00 mm. From face to  
bottom of float  
2.00 mm  
11.8 ± 0.25 grms

### SPARKING PLUGS

Type

Gap

NGK BPR 6EV  
0.76 mm (0.030 in)

### IGNITION SYSTEM

Type

Distributor

Ignition coil

Ballast resistor

Gap between pick-up

module 'E' core and  
timing rotor outer edge

Lucas 'OPUS' mark 2  
electronic  
Lucas 35 DE8  
Lucas 22C12  
Lucas 47246A 9BR  
  
0.50 – 0.55 mm (0.020 –  
0.022 in)

### AUTOMATIC TRANSMISSION

Type

Torque convertor and  
3-speed epicyclic  
geartrain

## Specifications and General Data

### Ratios

|                  |                                                                    |
|------------------|--------------------------------------------------------------------|
| Top              | 1:1 (3.07:1 overall)                                               |
| 2nd              | 1.45:1 (4.45:1 overall)                                            |
| 1st.             | 2.45:1 (7.52:1 overall)                                            |
| Rev.             | 2.20:1 (6.76:1 overall)                                            |
| Torque convertor | 2:1                                                                |
| Cooling          | Oil cooled. Oil/air heat exchanger positioned in front of radiator |

### FINAL DRIVE

|       |                                                                                                         |
|-------|---------------------------------------------------------------------------------------------------------|
| Type  | Hypoid drive unit supported in rubber mounted cradle. Limited slip differential and roller drive shafts |
| Ratio | 3.07:1                                                                                                  |

### PERFORMANCE DATA

|                            |                     |
|----------------------------|---------------------|
| Top gear speed at 1000 rpm | 24.0 mph (38.4 kph) |
|----------------------------|---------------------|

### DIMENSIONS

|                                |                                         |
|--------------------------------|-----------------------------------------|
| Overall length                 | <del>522</del> <b>528</b> cm (207.9 in) |
| Wheelbase                      | 291 cm (115.0 in)                       |
| Overall width (without mirror) | 179 cm (70.5 in)                        |
| Overall height                 | 130 cm (51.25 in)                       |
| Track                          |                                         |
| Front                          | 150 cm (59 in)                          |
| Rear                           | 150 cm (59 in)                          |
| Kerb weight                    | 1980 kg (4365 lb)                       |
| Ground clearance               | 14 cm (5.5 in)                          |

### CAPACITY

|                         |                             |
|-------------------------|-----------------------------|
| Fuel tank               | 126 litres (28 Imp. galls.) |
| Engine sump             | 11.3 litres (20 Imp. pts.)  |
| Auto. trans. and cooler | 8.5 litres (15 Imp. pts.)   |
| Final drive             | 2 litres (3.5 Imp. pts.)    |
| Cooling system          | 18.1 litres (32 Imp. pts.)  |
| P.A. steering           | 2 litres (3.5 Imp. pts.)    |
| Hydraulic fan           | 1.7 litres (3 Imp. pts.)    |
| Anti-freeze solution    | 33%                         |
| Washer bottle           | 4.5 litres (8 Imp. pts.)    |

### WHEELS AND TYRES

|                   |                                               |
|-------------------|-----------------------------------------------|
| Wheels            | Steel 6JK X 15                                |
| Tyres             | Avon 235/70 HR15, Turbosteel radial, Tubeless |
| Pressure: unladen | 1.90 kg/sq cm (27 lb/sq in)                   |
| fully laden       | 2.46 kg/sq cm (35 lb/sq in)                   |

### FRONT SUSPENSION

|      |                                                                                                                                      |
|------|--------------------------------------------------------------------------------------------------------------------------------------|
| Type | Independent. Incorporating unequal length wishbones and ball jointed king pins, co-axial coil springs and telescopic shock absorbers |
|------|--------------------------------------------------------------------------------------------------------------------------------------|

### REAR SUSPENSION

|      |                                                                                                                               |
|------|-------------------------------------------------------------------------------------------------------------------------------|
| Type | De-Dion axle located by parallel trailing links and Watts linkage. Coil springs and self levelling telescopic shock absorbers |
|------|-------------------------------------------------------------------------------------------------------------------------------|

### BRAKES

|           |                                                            |
|-----------|------------------------------------------------------------|
| Type      | Discs, ventilated.                                         |
| Operation | Vacuum assisted.                                           |
| System    | Separate front/rear                                        |
| Handbrake | Floor mounted operating independent calipers on rear discs |

### STEERING

|                 |                               |
|-----------------|-------------------------------|
| Type            | Rack and pinion (Burman)      |
| Operation       | Power assisted                |
| Steering wheel  | Single spoke, leather covered |
| Steering column | collapsible                   |

### STEERING GEOMETRY

|              |                                      |
|--------------|--------------------------------------|
| Toe in       | 4 mm $\pm$ 1 mm (3/16 $\pm$ 1/32 in) |
| Castor angle | 2°45' to 3°15'                       |
| Camber angle | 0° to +0°30'                         |

### DRIVE BELTS

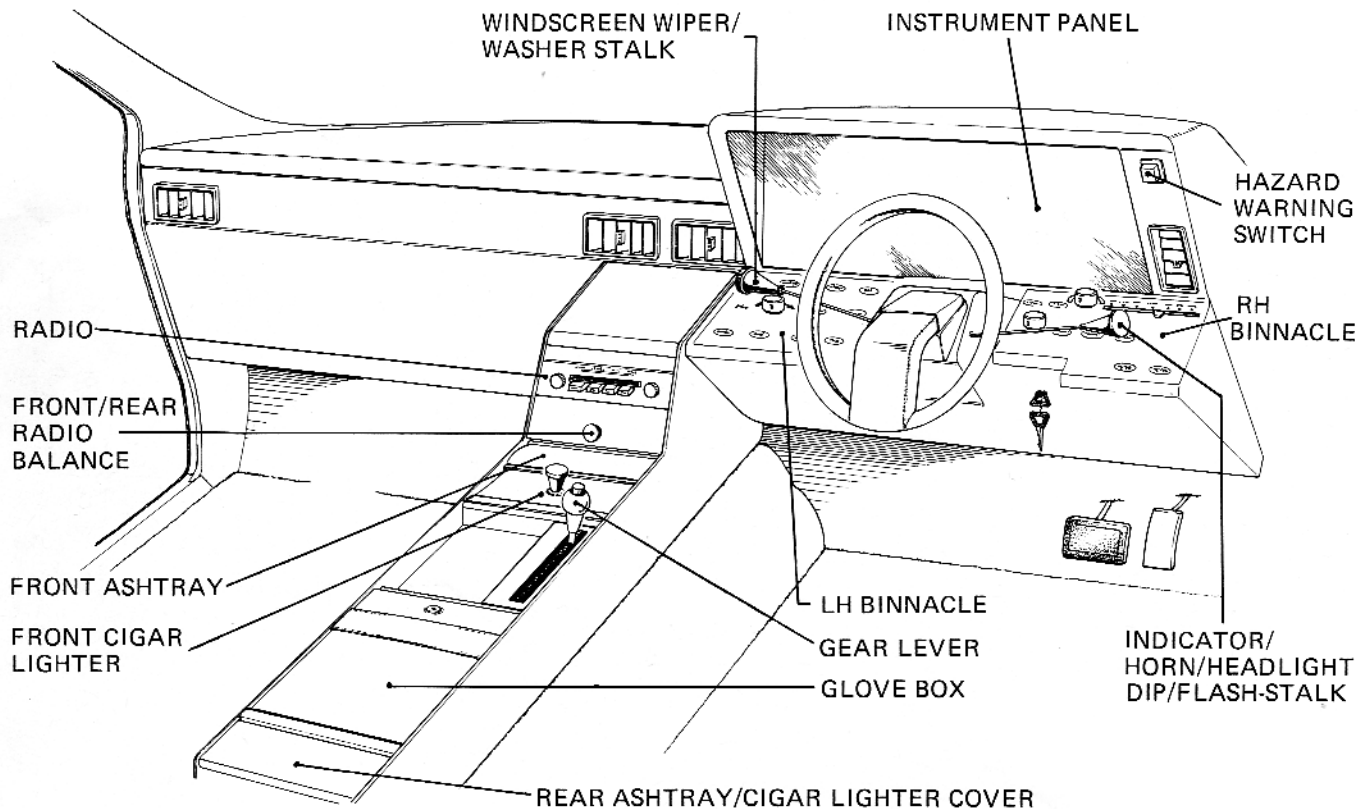
|                               |                                 |
|-------------------------------|---------------------------------|
| Cooling pump belt             | Uniroyal 345 L                  |
| Alternator                    | Trelleborg T610                 |
| Compressor (air conditioning) | Trelleborg T488                 |
| Steering pump and water pump  | Trelleborg 3V425 (matched pair) |
| Air pump                      | Trelleborg T334                 |

### ELECTRICAL EQUIPMENT

|                      |                           |
|----------------------|---------------------------|
| Battery              | AC Delco Freedom, 1980585 |
| Alternator           | CAV AC5-B12-39 75 amp     |
| Alternator regulator | CAV 440 D/12              |
| Starter motor        | Chrysler 3755250          |
| Fuse box             | Clear Hooters 214158      |

### LIGHT UNITS

|                                                   |                                  |
|---------------------------------------------------|----------------------------------|
| Headlamp, main beam                               | Cibie, Ref 4.50 133/02           |
| Headlamp, L.H. dip                                | Cibie, Ref 4.50 192/02           |
| Headlamp, R.H. dip                                | Cibie, Ref 4.50 135/02           |
| Fog lamp                                          | Cibie, Type 35 ref. 42.03 045/02 |
| Spot lamp                                         | Cibie, Type 35 ref 42.03 047/02  |
| Side/flasher lamp front R.H.                      | Vega 9726Z                       |
| front L.H.                                        | Vega 9725Y                       |
| Tail/stop/flasher/rear fog/reverse lamp rear R.H. | Vega 9679K                       |
| rear L.H.                                         | Vega 9678J                       |
| Number plate lamp                                 | Brycrest 4157                    |



**Instruments and Controls Fascia View**

## INSTRUMENTS AND CONTROLS

Careful attention has been given to the instruments, controls and information presentation of the Aston Martin Lagonda. All instruments and controls are grouped logically for the convenience of the driver and may be operated or observed easily and safely whilst driving.

This section describes the function and use of the instruments and controls and serves as introduction to driving the car.

### BATTERY

The battery fitted to the Aston Martin Lagonda is sealed for life and requires no attention during its lifetime. When battery replacement is required it should be replaced with the same or similar type of sealed battery. Conventional batteries cannot be fitted as the terminals are not a standard type.

### FUEL PUMP CUT-OFF SWITCH

An inertia switch, orange in colour, is located in the engine compartment at the top centre of the engine bulkhead. In the event of an impact of some severity on the car it will switch off the electric fuel pumps. It can be reset by pulling downwards and releasing slowly the white knob on the side of the unit.

### MASTER SWITCH

This is a rotary switch mounted in the top L.H. corner of the luggage compartment in the boot. When the switch is turned off (clockwise) the battery earthing circuit is interrupted thus isolating all electrical systems. The Master Switch should be turned off prior to working on the electrical system.

### STEERING LOCK AND STARTER SWITCH

A 'Waso' combined steering lock and ignition/starter switch is fitted as a standard item adjacent to the steering column. The lock has four operational positions. Attached to each supplied key is a tag stamped with the serial number. Either make a note of this number and destroy the tag, or keep the tag in a safe place.

When auxiliaries only, heater fan, windscreen wiper are required, turn the key clockwise to position I. This isolates the ignition and starter circuits and eliminates the possibility of accidental starting.

With the key turned to position II, all circuits including the ignition are switched on. This is the normal running position.

To start the engine ensure that the gear selector is in NEUTRAL or PARK (otherwise the starter motor will not engage), turn the key to position III against a spring pressure and the starter will operate. Release the key as soon as the engine fires and the switch will automatically return to position II.

When the switch is either in position II or III, the red ignition warning lamp, fitted to the instrument panel, will glow until the engine runs sufficiently fast for the alternator to charge the battery. If the warning lamp continues to glow when the engine is running at approximately 850/900 rpm or more the cause should be investigated immediately. The most likely cause being incorrect tension of the alternator drive belt.

**NOTE:** Before moving off in the car ensure that the desired speedometer mode is selected as any previous selection is cancelled when the ignition is switched off.

Turning the key anti-clockwise to position O and removing it operates the steering lock preventing the steering from being turned either way. This position of the key isolates the touch switches on both binnacles and the window operating touch switches on the door panels. The headlamps, if selected, will extinguish and retract but the side lamps will stay on unless selected off before selection of position O.

To release the lock, insert the key and turn it to position I or II. If the key is difficult to turn, ease the lock by gently turning the steering wheel in either direction. When the steering lock is used the front wheels may be in any position for the lock to operate.

#### **Cold Start**

Depress the throttle twice before starting, run the engine at 2500 rpm for thirty seconds, further pumping of accelerator may be required to maintain 2500 rpm after which the engine will run and idle satisfactorily.

#### **Hot Start**

Throttle should not be pumped but engine started with throttle just cracked open.

#### **HANDBRAKE**

The handbrake lever operates separate calipers on the rear brake discs. The lever is located on the door side of the driver's seat.

To apply the handbrake pull the lever upwards until the brakes are engaged, then allow the lever to return to the floor. To release, pull the lever upwards, depress the button on top of the lever to disengage the lock, and lower the lever to the floor.

The handbrake lever is linked to a red warning lamp on the instrument panel which, when the ignition is switched on, will be illuminated whenever the handbrake is applied.

#### **AUTOMATIC GEARBOX**

The speed range selector is centrally mounted and operated in a fore and aft plane.

The selector lever can be moved freely from DRIVE to 2.

To move the lever to or from PARK or into NEUTRAL 1 or REVERSE it is necessary to depress the button on top of the lever. The selected position of the lever is indicated on the instrument panel.

Apart from the fully automatic operation of the transmission, some degree of manual override is achieved by using the selector as follows:-

#### **Park**

When the selector lever is moved to this position the main shaft is locked in the casing to form an effective supplementary parking brake. This position should not be selected whilst the car is moving.

#### **Reverse**

This position selects the reverse ratio in the transmission allowing the car to be driven backwards. Do not select REVERSE whilst the car is moving forwards.

#### **Neutral**

No drive is transmitted.



## **Drive**

The car will start from rest in first gear and operate automatically throughout all three forward ratios with upshifts and downshifts occurring according to car speed and accelerator position.

2.

This position blocks upshift to third gear (top). The car will start from rest in first gear and operate automatically between first and second gears only. Selection of 2 whilst motoring in DRIVE will cause a downshift to second gear.

Care should be taken when selecting second ratio to ensure that maximum engine rpm is not exceeded.

1.

This position allows only first gear to be used. Maximum engine braking is available in this ratio. If the position 1 is selected whilst motoring in DRIVE or 2, the transmission will downshift to first gear at or below a road speed of 32 mph (51.2 kph).

If 1 is selected whilst travelling in top gear an immediate change will be made to second gear.

A further change will be made from second to first if the road speed drops sufficiently. DO NOT SELECT 1 AT SPEEDS ABOVE 60 mph (96 kph).

## **DRIVING TECHNIQUE**

With a very light application of the accelerator pedal, the transmission will upshift quickly and at low vehicle speeds. Harder pressure on the accelerator pedal will delay upshifts to a higher speed level. With the accelerator pedal fully depressed to the kickdown position, upshifts will occur at their maximum points.

When full acceleration is required for passing or hill climbing the accelerator should be fully depressed to the kickdown position; within the maximum speed limits preset in the transmission controls, downshifts to the ratio suited

to the car speed will occur. Kickdown changes occur from 3rd to 2nd at or below 69 mph (111 kph) and from 2nd to 1st or 3rd to 1st at or below 28 mph (45 kph).

If maximum engine braking is required when descending steep hills etc., the car should be slowed by the foot brake to 60 mph (96 kph) or less and the selector lever moved to the 1 position. The transmission will immediately downshift to 2nd gear thus providing engine braking. If the car speed is below 16 mph (26 kph) when 1 position is selected, the downshift will be directly from 3rd to 1st gear.

**NOTE:** If 2 has been selected prior to or during the descent of a steep hill the tachometer should be watched and the engine braking supplemented by the foot brake to prevent the engine speed exceeding 5000 rpm.

## **Rocking the Car**

If the car becomes stuck in a soft surface such as mud, sand, snow, etc., it can often be removed by a rocking motion. Hold the accelerator open slightly to achieve a steady 800-1000 rpm and move the selector lever between REVERSE and DRIVE until the car has rocked far enough to be driven normally.

**CAUTION:** Avoid racing the engine or spinning the wheels. Prolonged efforts to free the car may result in overheating and transmission failure.

## **STARTING AND TOWING**

The car cannot be started by towing or pushing when the

engine does not start due to a low battery condition. Starting can only be achieved by charging the battery or using jumper cables from a battery in another car.

The car may be towed in an emergency with a dead engine. Before commencing to tow ensure that the transmission fluid level is correct and that the selector lever is in NEUTRAL. Towing speed should not exceed 30 mph (48 kph) or a distance above 15 miles (24km).

**WARNING:** In the event of the car requiring towing, the ignition key is to be set at Position 1 in the lock. This is to avoid any possibility of the steering locking or the engine starting.

When being towed, the brakes and steering become non-power assisted and will be harder to operate.

If the transmission is defective or the car has to be towed more than 15 miles (24 km), the propeller shaft should be disconnected or the car towed with the rear wheels off the ground.

Failure to observe these precautions may lead to further transmission damage.

#### **COMBINED TURN SIGNAL, HEADLAMP DIP SWITCH FLASHER AND HORN**

A multi-position column mounted stalk is fitted to the right of the steering column.

#### **Headlamp Control**

The main and dipped headlamp beams are controlled by fore and aft movement of the stalk. With the extended

headlamps switched on, main beam is operated when the lever is in the forward position, dipped beam is the centre position and the headlamps (main beam), may be flashed by pulling the stalk against a spring towards the driver, the lamps may also be flashed when driving on dipped beam. With the headlamps retracted, the spotlamps flash.

#### **Turn Signal Control**

The turn signal movement is self-cancelling, and its operation is unaffected by whether the stalk is in the main or dipped position. Green warning lamps are fitted on the instrument panel and flash in unison with the external lamps.

#### **Horn**

The horn is operated by pressing the end of the stalk. Selection by touch switch on the R.H. binnacle provides either the town horns (electric) or the country horns (air horns). Indication of horn selection is given on the instrument panel.

#### **WINDSCREEN WIPER AND WASHER CONTROL WITH 'FLICK' WIPE AND DELAY FACILITY**

A stalk mounted on the steering column, on the side nearest the centre of the car, controls the two speed wipers. Up is off, one click down gives the slow speed, two clicks down gives the faster speed. A single wipe may be obtained by pulling the stalk towards the driver. The electric screen washer is operated by pressing the end of the stalk, when

released the wipers will sweep three or four times automatically. The wiper delay is operated by a control knob on the L.H. binnacle which gives a maximum delay of 30 secs. and operates with the wipers in the off position.

The higher speed of wiping is intended for heavy rain and should not be used in heavy snow or on a drying screen, where undue stress will be placed on the motor.

The water container for the screenwash is located to the front of the engine compartment and should be kept filled with clean water. An instrument panel warning light illuminates when the fluid level is low. On no account should anti-freeze solutions designed for use in the engine cooling system, be added to the screenwash as these have a detrimental effect on the car bodywork. During cold weather a small quantity of methylated spirit or a proprietary screenwash additive may be used as an anti-freeze.

### **HAZARD WARNING SWITCH**

The push-push type hazard warning switch is fitted to the R.H. side of the instrument panel.

The hazard warning device enables all external direction indicators to flash simultaneously. A red warning lamp is fitted in the switch and will flash in unison.

The warning device is connected directly to the battery circuit and will always operate unless the battery master switch has been turned off.

### **INSTRUMENT DIGITAL DISPLAYS**

#### **Speedometer**

The car's road speed is displayed in the top left-hand area of the instrument panel. The display can be selected for either

mph or kph by means of a touch switch on the left-hand binnacle. When selected for mph, a small light will show above and to the LEFT of the speed display. In the kph mode, a small light will show above and to the RIGHT of the speed display.

**NOTE:** On U.K. market cars the mph mode is dominant, on European market cars the kph mode is dominant. Switching off the ignition will cancel speedometer mode selection and the next time the ignition is switched on the dominant mode will be displayed calling for re-selection if desired.

#### **Tachometer**

The engine rpm is displayed on a tachometer arranged directly below the speedometer display. The information is given as rpm x 100. Therefore, for example, when 30 is displayed, the engine rpm is 3000 (30 x 100).

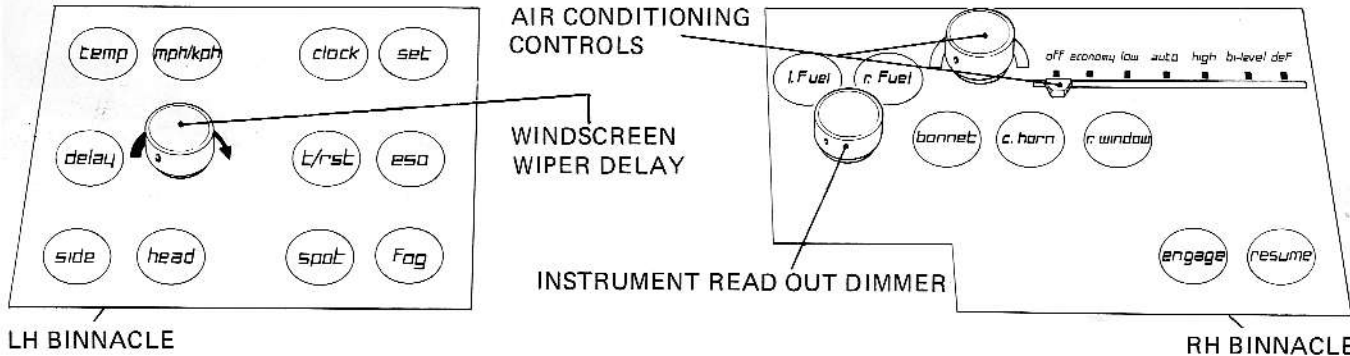
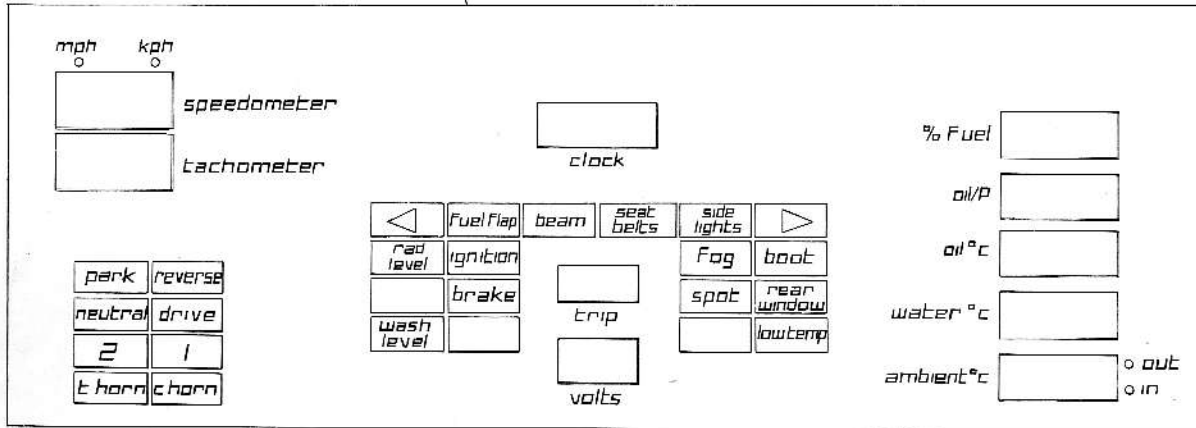
#### **Clock**

A clock, displaying hours and minutes, is arranged in the top centre of the instrument panel.

#### **Trip**

A trip odometer records journey distances in either kilometres or miles depending on the dominant mode of the speedometer. It displays in the middle of the instrument panel and can be reset by means of a touch switch on the L.H. binnacle.

INSTRUMENT PANEL



Instrument Display and Binnacles

**NOTE:**An odometer is fitted in the rear L.H. area of the engine compartment.

### Volts

A voltmeter with a display in the lower centre of the instrument panel shows system voltage.

### %Fuel

A fuel gauge display in the top right-hand area of the instrument panel gives a reading showing the percentage amount of fuel in the car. For example, a display of 75 indicates three-quarters full, a display of 50 indicates half full etc. When the remaining fuel is 10% or less, this display will flash.

### Oil/P

The engine oil pressure is displayed, in lbs/sq. in. directly below the fuel gauge. Dangerously low oil pressure will cause this display to flash.

**NOTE:** At normal running temperature at 3000 rpm a minimum display of 80 lbs/sq. in. should be indicated. Any unduly low readings should be investigated as soon as possible.

### Oil °C

A display showing oil temperature is arranged directly below the Oil/P display and gives an indication in degrees C. If the oil temperature becomes dangerously high this display will flash.

### Water °C

A display showing water (coolant) temperature is arranged directly below the Oil °C display and gives an indication in degrees C. If the water temperature becomes dangerously high this display will flash.


### Ambient °C

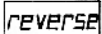
An ambient temperature gauge is arranged directly below the Water °C display in the lower R.H. area of the instrument panel. This display gives the ambient air temperature either inside or outside the car. Display mode selection is by touch switch on the L.H. binnacle. With the EXTERNAL ambient air temperature being displayed, a small light will show at the upper R.H. edge of the display. With INTERNAL ambient air temperature being displayed, a small light will show at the lower R. H. edge of the display.


### INFORMATION/WARNING LAMPS

Two groups of information/warning lamps are provided, one in the lower L.H. area of the instrument panel and the other arranged around the Trip display in the centre.

The group in the lower L.H. area consists of eight information lamps which, when illuminated, indicate the following:

 gear selector in PARK position

 gear selector in REVERSE position

 gear selector in NEUTRAL position

*Instruments and Controls*

**drive** gear selector in DRIVE position


**2** gear selector in '2' position

**1** gear selector in '1' position

**t horn** 'town' horns selected  
**c horn** 'country' horns selected

} touch switch,  
R.H. binnacle.

The centre group consists of eighteen warning lamps which, when illuminated, indicate the following:

 L.H. indicator

**Fuel Flap** fuel flap open

**beam** headlamps main beam selected

**seat belts** seat belts not being used

**side lights** sidelamps on


 R.H. indicator

**rad level** coolant level low

**ignition** ignition on and engine not running or, no charge from the alternator.

**Fog** foglamps on

**boot** boot open


 not in use.


**brake** handbrake on

**spot** spotlamps on

**rear window** rear window demist

**wash level** windscreen washer fluid level low

 not in use

 not in use

**low temp** ambient temperature (external) low.

**SWITCHES, L.H. BINNACLE**

Ten touch switches and one control knob are arranged on the L.H. binnacle. These control the following functions:-

- temp Touch switch. Selects INTERNAL/EXTERNAL mode of ambient air temperature display.
- mph/kph Touch switch. Selects speedometer display mode.
- clock Touch switch. Operates SLOW resetting function on the clock display.
- set Touch switch. Operates FAST resetting function on the clock display.
- delay Control knob. Selects required windscreen wiper sweep delay.
- t/rst Touch switch. Operates Trip odometer display reset.
- eso Touch switch. Selects a changeover to 'essential instruments only' display. These are the speedometer, clock and fuel gauge. The selection is over-riden in the event of a malfunction calling for attention to any other instrument or warning light.
- side Touch switch. Selects sidelamps on or off.
- head Touch switch. Selects headlamps extended (on) or retracted (off). Operates only with sidelamps selected.

- spot Touch switch. Selects spotlamps on or off. Operates only with sidelamps selected.
- fog Touch switch. Selects foglamps on or off. Operates only with sidelamps selected.

**SWITCHES, R.H. BINNACLE**

There are ten controls arranged on the R.H. binnacle these control the following functions:-

- l. fuel Touch switch. Operates L.H. fuel flap release.
- r. fuel Touch switch. Operates R.H. fuel flap release.
- Control knob. Selection of temperature to be maintained by air conditioning unit. (Refer to page 15)
- Sliding lever. Selects the various air conditioning modes. (Refer to page 17)
- Control knob. Progressive dimming of instrument read out.
- bonnet Touch switch. Operates bonnet latches.
- c. horns Touch switch. Selects country (air) horns or town (electric) horns.

r. window Touch switch. Operates heated rear window (demister).

engage Touch switch. Engages cruise control at any desired speed above 30 mph (50 kph) with the gear selector in DRIVE. Above 30 mph, continuous pressure on the switch will gradually increase the speed of the car without the operation of the accelerator pedal. On release of the switch, the speed at which the car is travelling will be maintained until further intervening action. From 30 mph, the car may also be accelerated normally by use of the accelerator pedal and, at the desired speed, the cruise control facility may be engaged by touching the 'engage' switch. The car will then maintain that speed until further intervening action.

With cruise control engaged the car will respond normally to the accelerator for overtaking etc. and will resume selected cruise speed after the manoeuvre is completed.

Use of the brake pedal de-activates cruise control, the previously selected speed may then be resumed by touching the 'resume' switch. Cruise control may also be de-activated by selecting NEUTRAL on the gear selector. However as there is some danger of inadvertently selecting REVERSE it is not recommended that the facility be de-activated in this way.

To select different cruise speeds, accelerate or decelerate to the required speed and touch the 'engage' switch.

resume Touch switch. Re-engages cruise control at the previously selected speed after cruise control cancellation by use of the brake.

## **COURTESIES**

### **Door Locking and Unlocking**

All the car doors may be simultaneously locked or unlocked from inside the car by use of the two touch switches provided in the driver's door panel or the two touch switches provided in the front passenger door panel. A manual override is provided on each door and is located in the top of the door recess.

The doors will automatically lock after a short while if the keys are withdrawn from the steering lock and the doors are closed.

Unlocking the driver's door using the key will automatically unlock all the other doors.

### **Seat Adjusting**

The driver's and passenger's front seats may be individually adjusted in six different modes to suit the occupants. Control of the adjustments is by touch switch on the driver's door panel and the passenger door panel respectively.

### **Door Mirror**

Door mirror adjustment is controlled by a joystick on the driver's door control panel.

### **Boot Switch**

The boot lid may be released from inside the car by use of the switch in the lockable glove box.



### **Boot Tail Lamps**

Repeater tail lamps and indicators are provided in housings inside the boot lid. These operate when the lid is open if access to the boot is required at night.

### **Cigar Lighters and Ashtrays**

Two lighters are provided. One is mounted at the front of the centre console and the other is fitted to the rear of the centre console for the convenience of the back seat passengers. Ashtrays are provided next to the cigar lighters. The rear console cigar lighter and ashtray are normally hidden by a sliding cover. To gain access to the lighter and ashtray lift the cover and slide it towards the front of the car.

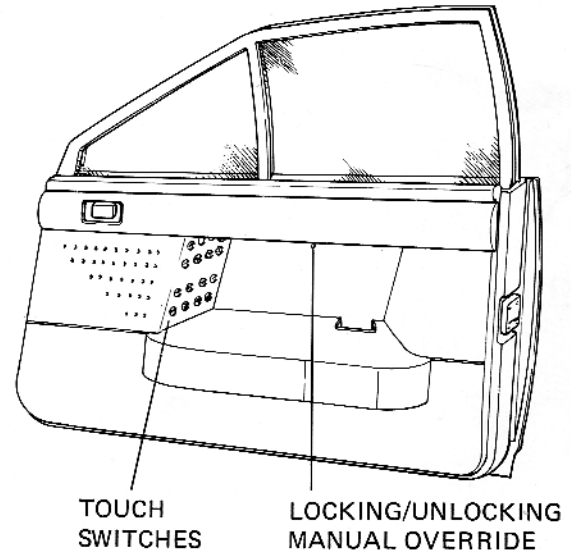
To operate a cigar lighter press in the top until contact is made. The lighter will remain in until the element is red hot when it will automatically pop up ready for use. Both the ashtrays are easily removed for emptying.

### **Air Conditioning**

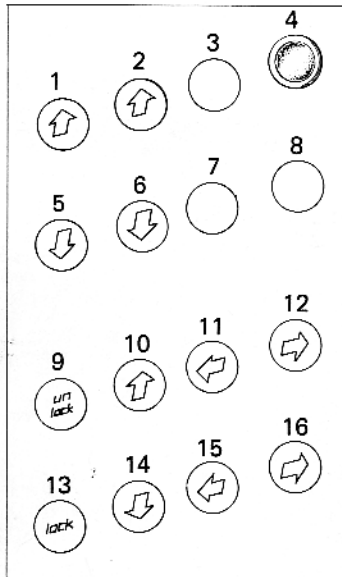
The air conditioning will not begin to operate until any one of the following conditions is met.

1. In-car temperature above 27°C (80°F).
2. Engine coolant temperature reaches approximately 51°C (125°F)
3. The setting lever is in the Defrost position.

The temperature control knob (R.H. binnacle) is used to select an in-car temperature of between approximately 18°C (65°F) and 29°C (85°F).



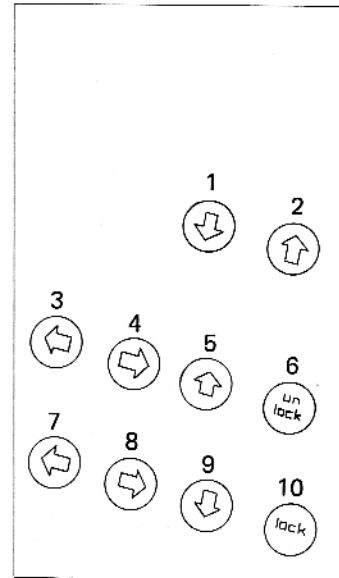
**Driver's Door**



- |                               |                           |
|-------------------------------|---------------------------|
| 1 Passenger window closed     | 9 Unlock all doors        |
| 2 Driver's window closed      | 10 Incline seat forwards  |
| 3 Not in use                  | 11 Recline seat forwards  |
| 4 Door mirror adjust joystick | 12 Recline seat backwards |
| 5 Passenger window open       | 13 Lock all doors         |
| 6 Driver's window open        | 14 Tilt seat downwards    |
| 7 Not in use                  | 15 Seat forwards          |
| 8 Not in use                  | 16 Seat backwards         |

Driver's door touch switches and functions

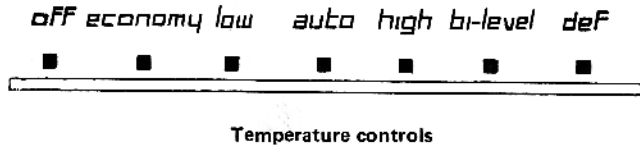
**Driver's Door Touch Switches**



- |                           |                       |
|---------------------------|-----------------------|
| 1 Passenger window open   | 6 Unlock all doors    |
| 2 Passenger window closed | 7 Seat backwards      |
| 3 Recline seat backwards  | 8 Seat forwards       |
| 4 Incline seat forwards   | 9 Tilt seat downwards |
| 5 Tilt seat upwards       | 10 Lock all doors     |

Passenger door touch switches and functions

**Passengers Touch Switches**



Use of the setting lever and temperature control knob will provide the following functions:

- off Foot well heat vent and fresh air vents open, refrigeration not available, low blower speed.
- economy (cold) Recirculation vent and face level vents open, refrigeration not available but with blower speed adjusting as required.
- economy (hot) As 'off' position but with blower speed adjusting as required.
- low (cold) Recirculation vent and face level vents open, refrigeration available, low blower speed.
- low (hot) Foot well and fresh air vents open, refrigeration available, low blower speed.
- auto (cold) As 'low' (cold) but with blower speed adjusting.
- auto (hot) As 'low' (hot) but with blower speed adjusting.

high (cold) As 'low' (cold) but with high blower speed.

high (hot) As 'low' (hot) but with high blower speed.

bi-level Recirculation vent, face level vent, foot well heat vent and fresh air vents open, blower speed adjusting as required.

def. Fresh air vent and defrost vents open. Provides high blower speed and heated air to the screen.

### Radio

The operating instructions for the radio will be found in the glove box. A balance control for front/rear speakers is provided in the centre of the console radio panel.

### Courtesy Lamps

The courtesy lamps provided are one ordinary lamp and four eye-ball lamps. The eye-ball lamps may be individually operated by small switches just in front of each lamp.

Four puddle lamps are fitted into the base of the doors to illuminate the ground when the door is open.

Door edge lamps are fitted and operate when a door is opened to provide a warning to vehicles approaching from the rear that the door is ajar.

When a door is opened, all the interior courtesy lamps will be illuminated including the puddle lamps and the door edge lamps. When the door is closed, the four eye-ball lamps stay illuminated for short time.

### Tool Kit

A tool kit is provided and is located on the boot bulkhead on the left-hand side.



## SERVICING

**5000 miles EVERY 8000 km**

### COOLING SYSTEM

Check the coolant level and top up if necessary.  
Check the system for leaks and the condition of hoses.

### ENGINE

Drain engine sump and refill with fresh oil.  
Renew the oil filter element.  
Check ignition timing  
Clean, reset and test the sparking plugs.  
Change the fuel filter unit or element as applicable.  
Adjust drive belts and check condition.  
Check and top up if necessary the fan hydraulic reservoir level.

### TRANSMISSION AND REAR SUSPENSION

Top up transmission oil to correct level.  
Check and top up hypoid unit oil to correct level.

### STEERING AND FRONT SUSPENSION

Lubricate ball joint nipples.  
Check and adjust toe-in.

Check condition of track-rod and ball joint rubber gaiters.  
Check steering box mounting bolts and column universal joints.  
Check power steering fluid level.  
Check upper wishbone mounting bolts.

**IMPORTANT:** When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

### BRAKES

Top up brake hydraulic fluid reservoir.  
Clean and lubricate handbrake pivots.  
Check and adjust handbrake.  
Examine brake pads for wear.  
Check both stoplight switches for correct operation.

### ELECTRICAL

Check security of battery terminals.

### WHEELS AND TYRES

Check wheel nuts and tighten if necessary (max. 50lb/ft [7 kg/m]).  
Check tyre pressures and tread condition.  
Balance the road wheels.

## *Servicing*

### **EXHAUST SYSTEM**

Thoroughly inspect for leaks.

### **GENERAL**

Lubricate with an oil can all pivots, moving parts, door catches. etc.

Clean and grease the bonnet latches.

Check the general condition of the bodywork and operation of catches etc.

Clear the door drain holes.

Carry out a short road test and check operation of lights, instruments and controls.

Report defects.

### **10000 miles EVERY 16000 km**

### **COOLING SYSTEM**

Check the coolant level and top up if necessary.

Check the system for leaks and the condition of hoses.

### **ENGINE**

Drain engine sump and refill with fresh oil.

Renew oil filter element.

Check ignition timing.

Renew the spark plugs.

Adjust drive belts and check condition.

Change the air filter elements.

Change the fuel filter unit or element as applicable.

Check all fuel pipe connections for leakage.

Adjust tension of timing chains

Check and if necessary adjust the mixture settings.

Check and top-up if necessary the fan hydraulic reservoir level.

### **TRANSMISSION AND REAR SUSPENSION**

Top up automatic transmission oil to correct level.

Check tightness of propeller shaft flange bolts and condition of torsion rubbers.

Check hypoid unit and top up if necessary.

Check condition and tightness of all rear suspension linkage bolts including shock absorbers and Watts linkage mounting bolts and bushes.

Lubricate rear hubs.

### **STEERING AND FRONT SUSPENSION**

Inspect track rod ball joints.

Check steering box mounting bolts and column universal joints.

Lubricate ball joint nipples.

Check and adjust toe-in.

Check power steering fluid level.

Check upper wishbone mounting bolts.

**IMPORTANT:** When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

### **BRAKES**

Check and adjust handbrake.

Clean and lubricate handbrake pivots.

Top up brake hydraulic reservoir.

Check all brake pipe connections for leaks and inspect flexible brake hoses.

Examine brake pads for wear.

Check both stoplight switches for correct operation.

### **ELECTRICAL**

Remove and clean the battery terminals and smear lightly with petroleum jelly.

Check operation of lights, instruments, window lift motors and seat motors.

Visually check harness, terminals and security of electrical joints.

### **WHEELS AND TYRES**

Check wheel nuts and tighten if necessary (max 50 lbf/ft [7 kg/m]).

Check tyre pressures and general condition of tyres.

Balance the road wheels.

### **EXHAUST SYSTEM**

Thoroughly inspect for leaks.

### **GENERAL**

Lubricate with an oil can all pivots, moving parts, door catches etc.

Clean and grease the bonnet catch.

Check the general condition of the bodywork and operation of the catches.

Clear the door drain holes.

Carry out a road test to check the operation and general condition of the car.

Report defects.

20000 miles EVERY 32000 km

### **COOLING SYSTEM**

Check the coolant and top up if necessary.

Check the system for leaks and the condition of hoses.

### **ENGINE**

Drain engine sump and refill with fresh oil.

Renew oil filter element.

Check ignition timing.

Renew the spark plugs.

Adjust drive belts and check condition.

Change the air filter elements.

Change the fuel filter unit or element as applicable.

Check all fuel pipe connections for leakage.

Adjust tension of timing chains and reset valve timing.

Check and if necessary adjust the mixture settings.

Check and top-up if necessary the fan hydraulic reservoir level.

### **TRANSMISSION AND REAR SUSPENSION**

Drain the automatic transmission oil, adjust front and rear brake bands. Change filter, fill with fresh oil.

Check tightness of propeller shaft flange bolts and condition of torsion rubbers.

Drain the hypoid unit and refill with fresh oil.

Check condition and tightness of all rear suspension linkage bolts including shock absorbers and Watts linkage mounting bolts and bushes.

Lubricate rear hubs.

### **STEERING AND FRONT SUSPENSION**

Inspect track rod ball joints.

Check steering box mounting bolts and column universal joints.

Dismantle front hubs and repack with fresh grease.

Lubricate ball joint nipples.

Check and adjust toe-in.

Check power steering fluid level.

Check upper wishbone mounting bolts.

**IMPORTANT:** When lubricating ball joints, the load must be removed from the wheel to ensure a proper spread of lubricant.

### **BRAKES**

Check and adjust handbrake.

Clean and lubricate handbrake pivots.

Top up brake hydraulic reservoirs.

Check all brake pipe connections for leaks and inspect flexible brake hoses.



Examine brake pads for wear.  
Check both stoplight switches for correct operation.

### **ELECTRICAL**

Remove and clean the battery terminals and smear lightly with petroleum jelly.  
Check operation of lights, instruments, window lift motors and seat motors.  
Visually check harness, terminals and security of electrical units.

### **WHEELS AND TYRES**

Check wheel nuts and tighten if necessary (max 50 lbf/ft [7 kg/m]).  
Check tyre pressures and general condition of tyres.  
Balance the road wheels.

### **EXHAUST SYSTEM**

Thoroughly inspect for leaks.

### **GENERAL**

Lubricate with an oil can all pivots, moving parts, door catches etc.  
Clean and grease the bonnet catch.  
Check the general condition of the bodywork and operation of the catches.

Clear the door drain holes.

Carry out a road test to check the operation and general condition of the car.  
Report defects.

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